

Auke Bay



Corridor Study

Auke Bay Corridor Reconnaissance Study
Citizen Advisory Committee Meeting #3
Tuesday, April 1, 2003
7:00 to 9:00 p.m.
Chapel by the Lake, Smith Hall

NOTES

(Note: CAC Member comments and questions underlined and italicized)

CAC Members present:

Nancy Lehnhart
Keith Kelton
Eric Twelker
Paul Kraft
Jeff Pilcher

Steve Ignell
Dick Deems
Ron Flint
Rick Wolfenberger

Members of the public in attendance:

Peter Wright
Karen Forrest
Ken Engquist (UAS)
Leanne Pilcher

Project Staff present:

DOT&PF Southeast Region

Chris Morrow, P.E., Preliminary Design Group Chief
Michael Lukshin, P.E., Project Manager
Pat Carroll, P.E., Reconnaissance Engineer
David Hawes, Transportation Planner

USKH, Inc.

Lance Mearig, P.E., Project Manager
Julianne Hanson, P.E., Meeting Facilitator
Dustin Johnson, Staff Engineer

Kinney Engineering

Randy Kinney, P.E., Traffic Engineer

Northland Systems Engineering

Karyn Wise, P.E., Traffic Engineer

7:03pm – **Introduction and Welcome** – Julianne Hanson

Recap of previous meetings and the results
Overview of project progress
Outline of what will be covered in meeting #3

7:10pm – **Design Concepts for the Auke Bay Corridor**- Lance Mearig

Several different displays were shown to the CAC demonstrating ideas that could be implemented into the preferred alternative for improvements in the Auke Bay Corridor. These ideas included changing the route of Glacier Highway. New route ideas introduced included rerouting the highway around Auke Lake, going under UAS campus via a tunnel, modifications to realign the NOAA lab corner, and rerouting traffic behind the community of Auke Bay.

Possible streetscape ideas were shown to the CAC. Ideas included adding a center turn lane through the urban area of Auke Bay. The turn lane could also be converted to a center island with landscaping where no turns are needed. Sections with sidewalks were shown.

Three ideas of improving the intersection of Back Loop Road and Glacier Highway were shown:

- ❑ The first idea showed realigning Back Loop Road to intersect Glacier Highway at a 90-degree angle.
- ❑ The second idea showed Glacier Highway merging directly into Back Loop Road and realigning Glacier Highway (inbound) to intersect at a 90-degree angle.
- ❑ The third idea showed a roundabout in place of the existing configuration.

Any of these ideas could also be used for the Fritz Cove Road and Glacier Highway intersection.

What would a 4-way stop do to these new typical section ideas?

A 4-way stop may cause major backups due to unbalanced volumes entering the intersection. The predominant movement is through on Glacier Highway and these vehicles may be unnecessarily delayed..

Would a Roundabout create confusion or be an annoyance for everyday commuters?

Typically roundabouts can handle the traffic loads that are currently in the Auke Bay area. It has been shown the learning curve for a community to adjust to a new roundabout is very fast. A roundabout also typically allows drivers to just slow down to 10-20 mph instead of completely stopping as required in a stop sign or signaled intersection.

One CAC member asked if the roundabout would be a problem for new drivers that have just arrived in Juneau from the ferry. Another CAC member mentioned

that many people getting off the ferry and going to Juneau might have already have seen roundabouts down south.

Could a roundabout create congestion or collisions?

Randy Kinney explained that roundabouts actually have fewer points of conflict than traditional intersections and less severe accidents. The collisions that typically occur in roundabouts are the low speed merging type that result in less damage than a rear-end or angle accident, which are more common at conventional intersections.

How would pedestrians interact with the roundabout?

It was demonstrated where pedestrian crossings are located in a typical roundabout. The roundabout at the Dehart's and Backloop intersection lined up the existing sidewalks and the UAS pathway. It was also demonstrated how bicycle traffic would move through a typical roundabout.

Will the roundabout be able to handle the traffic in 10, 15, 20 years?

Before building the roundabout DOT&PF would do an in depth analysis to make sure anything that is built would not be obsolete in a few years. One benefit to building the roundabout, as shown, was that this roundabout could easily accommodate increases in traffic by adding an additional lane. The second lane would be constructed inside the single lane roundabout and additional lanes of traffic along Glacier Highway would not necessarily be needed. A second lane in the roundabout can be added at less cost than increasing lanes at a conventional intersection.

8:00pm – Small group discussion and feedback on concepts

Three separate stations were set up for groups to get a close up view of the ideas presented earlier and provide feedback on each concept. CAC feedback, questions, and concerns are as follows:

Alternative Station:

- Positive feedback about rerouting Glacier Highway through Fritz Cove Road and building a bridge across Auke Creek. Possible combination: re-route across Auke Creek with T-intersection (Glacier Spur to Auke Bay) with a bypass of Auke Bay from Back Loop to the ferry terminal.
- Positive feedback about bypassing Glacier Highway around the community of Auke Lake. Citizens encourage the idea of less traffic going through the community.
- Move DeHart's.
- Look at a bypass on the lakeshore in front of the university.

Intersection Station:

- Concern over access (motorized and non-motorized) to DeHart's if a roundabout is installed.
- Concern over the position of the roundabout and the grade of the road.

- Rerouting Glacier Highway around Auke Lake is a good idea, but is it feasible?
- Positive feedback on the roundabout
- Negative feedback with the stop at the bottom of the hill (concept Back Loop Road T into Glacier Highway).
- Would site distance at the harbor access be improved by the roundabout? What effect would the roundabout have on this intersection?
- Would roundabout be sized adequately to allow trucks to pass through the intersection? What about vehicles with boats/trailers?
- How would snow removal and other maintenance be affected by the roundabout?
- Concern that a roundabout would be noisier than other options.

Typical Section (Traffic Calming) Station:

- Concern with width issues (ROW) with the added lane and sidewalks through the urban area of Auke Bay.
- Positive feedback on a buffer zone between the roadway and the sidewalk.
- Suggest removing landscape on sides, put in bike path instead.
- Use variable widths of raised median when ROW is limited

8:00pm – Public Comment Period:

A member of the public had the following comments:

- ❑ Can't continue to route traffic through the Auke Bay area. A bypass would be "awesome." The bypass would create a great bicycle loop.
- ❑ Project should strive to maintain a greenbelt between new bypass route and existing developed properties.

9:00pm – Meeting adjourned.

Next CAC meeting on May 13, 2003, 7:00 to 9:00 p.m., at Chapel by the Lake.